

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

**Listing of Claims:**

Claim 1 (canceled)

Claim 2 (currently amended): A power transmission system comprising:  
a speed reducing mechanism for speed-reducing drive power of an electric motor;  
a differential apparatus for distributing speed-reduced drive power to axle ends;  
a clutch configured for interruptive transmission of drive power between the speed-reducing mechanism and the differential apparatus; and  
a main drive power source, source; and  
wherein the electric motor used as an auxiliary drive power source relative to the main drive power source, and  
wherein the clutch is disposed in opposition to the electric motor relative to the speed reducing mechanism.

Claims 3-5 (canceled)

Claim 6 (currently amended): A power transmission system comprising:  
a speed reducing mechanism for speed-reducing drive power of an electric motor;  
a differential apparatus for distributing speed-reduced drive power to axle ends; and  
a clutch configured for interruptive transmission of drive power between the speed-reducing mechanism and the differential apparatus, wherein the speed-reducing mechanism comprises a plurality of reduction gear sets, and the clutch is disposed in a power transmission path of the speed-reducing mechanism, and  
wherein the clutch is disposed in opposition to the electric motor relative to the plurality of reduction gear sets.

Claim 7 (original): A power transmission system according to claim 6, wherein the speed-reducing mechanism and the differential apparatus are neighbored to each other, and the clutch is coaxially provided to one of the plurality of reduction gear sets of the speed reducing mechanism that is nearest to the differential apparatus.

Claim 8 (previously presented): A power transmission system according to claim 2, wherein the speed-reducing mechanism and the differential apparatus are integrally arranged in a casing.

Claims 9-11 (canceled)

Claim 12 (original): A power transmission system according to claim 7, wherein the plurality of reduction gear sets of the speed-reducing mechanism is provided near a differential center of the differential apparatus.

Claim 13 (currently amended): A power transmission system comprising:  
a speed reducing mechanism for speed-reducing drive power of an electric motor;  
a differential apparatus for distributing speed-reduced drive power to axle ends; and  
a clutch configured for interruptive transmission of drive power between the speed-reducing mechanism and the differential apparatus,  
wherein the clutch comprises a frictional clutch, and  
wherein the clutch is disposed in opposition to the electric motor relative to the speed reducing mechanism.

Claim 14 (original): A power transmission system according to claim 13, wherein the frictional clutch comprises a multi-plate clutch.

Claims 15-28 (canceled)

Claim 29 (currently amended): A power transmission system according to claim 8, wherein ~~the plurality of reduction gear sets of the speed-reducing mechanism is provided~~ with a plurality of reduction gears near a differential center of the differential apparatus.

Claim 30 (currently amended): A power transmission system for vehicles including a main drive wheel and an auxiliary drive wheel, the system comprising:

a main power transmission system configured to transmit main drive power to ~~[[a]]~~ the main drive wheel via a first train of torque transmitters; and

an auxiliary power transmission system configured to transmit auxiliary drive power from an electric motor to ~~[[an]]~~ the auxiliary drive wheel via an interruptive second train of torque transmitters including:

a differential;

a combination of a reduction and a clutch disposed between the electric motor and the differential;

an actuator configured to provide the clutch with an engagement force; and

a cam mechanism configured to amplify the engagement force,

wherein the actuator is disposed on an axially opposite side of the reduction to the electric motor.

Claim 31 (previously presented): A power transmission system according to claim 30, wherein the actuator is electrically operable to provide the engagement force.

Claim 32 (currently amended): A power transmission system for vehicles including a main drive wheel and an auxiliary drive ~~wheel~~ wheel, the system comprising:

a main power transmission system configured to transmit main drive power to ~~[[a]]~~ the main drive wheel via a first train of torque transmitters; and

an auxiliary power transmission system configured to transmit auxiliary drive power from an electric motor to ~~[[an]]~~ the auxiliary drive wheel via an interruptive second train of torque transmitters including:

a differential;

a plurality of reduction gears disposed between the electric motor and the differential;

a final reduction gear meshing with an output gear coaxial to the differential; and

a clutch disposed between an output gear coaxial to and supported by an input shaft of the final reduction gear and the final reduction gear,

wherein the electric motor is connected to a shaft other than the input shaft of the final reduction gear.

Claim 33 (currently amended): A power transmission system according to claim 32, wherein the clutch is disposed between a pair of bearings for supporting the ~~input shaft~~ final reduction gear.

Claim 34 (previously presented): A power transmission system according to claim 32, wherein a pair of bearings are provided on the input shaft to support the output gear at a front gear stage of the reduction, and the clutch is disposed in opposition to the final reduction gear relative to the output gear at the front gear stage.

Claim 35 (canceled)

Claim 36 (currently amended): A power transmission system ~~according to claim 35~~ for vehicles including a main drive wheel and an auxiliary drive wheel, the system comprising:  
a main power transmission system configured to transmit main drive power to the main drive wheel via a first train of torque transmitters; and  
an auxiliary power transmission system configured to transmit auxiliary drive power from an electric motor to the auxiliary drive wheel via an interruptive second train of torque transmitters including:  
a differential;  
a combination of a plurality of reduction gears and a clutch disposed between the electric motor and the differential;  
a casing configured to accommodate the differential, a plurality of gears stages of the plurality of reduction gears and the clutch; and  
a seal disposed between the casing and a power transmission member provided through the casing,  
wherein the clutch is disposed in opposition to the electric motor relative to the plurality of reduction gears.

Claim 37 (currently amended): A power transmission system ~~according to claim 35~~ for vehicles including a main drive wheel and an auxiliary drive wheel, the system comprising:

a main power transmission system configured to transmit main drive power to the main drive wheel via a first train of torque transmitters; and

an auxiliary power transmission system configured to transmit auxiliary drive power from an electric motor to the auxiliary drive wheel via an interruptive second train of torque transmitters including:

a differential;

a combination of a plurality of reduction gears and a clutch disposed between the electric motor and the differential;

a casing configured to accommodate the differential, a plurality of gears stages of the plurality of reduction gears and the clutch; and

a seal disposed between the casing and a power transmission member provided through the casing,

wherein the electric motor and the clutch are disposed at a front gear stage and a rear gear stage of the plurality of reduction gears, with a rotation shaft of the plurality of reduction gears in between.